

OPERATIONS COMMITTEE
MAY 11, 2007

MINUTES

ATTENDANCE

Chairperson Lempert convened the meeting at 10:55 a.m. In addition to Chairperson Lempert, the following Committee members were in attendance: Commissioners Chu, Dodd, Haggerty, Halsted, Rubin, Spering, and Yeager. Also in attendance was Commissioner Tissier.

CONSENT CALENDAR

The Committee unanimously approved the following items on the consent calendar:

- Minutes of April 13, 2007 Committee Meeting
- Contract Amendment – Call Box Inspector: Stanley Bricker (\$63,665)
- TransLink® Contract Change Order #93 and Amendment #1 – TransLink® Card Order #2: Motorola (\$482,031)

Sole Source Purchase Order – Bridge Call Boxes: Comarco Wireless Technologies

Ms. Stefanie Pow, MTC staff person, reported that since 1998, Comarco has been the manufacturer, installer, and maintainer of over 2,100 call boxes. They hold patents to the call boxes and purchasing boxes from another vendor could cause a lack of uniformity in our current system, possibly confusing motorists. Comarco will also be able to offer a lower price because another vendor would have to change their original design to accommodate MTC's specifications, and thus incurring greater costs. A sole source to Comarco would minimize any disruptions to the current call box system.

In response to questions from Commissioners Haggerty and Lempert, staff responded (1) that the call boxes will be on the seven state-owned bridges, (2) on the spans where there are shoulders, boxes will be placed at 1200 foot spacing, and where there is no shoulder, they are placed at 600 foot spacing, (3) call boxes are also installed on the bridge approaches, and (4) there are currently 160 SAFE call boxes installed on both the San Mateo and the Zampa bridges.

Commissioner Chu moved approval of the staff recommendation to issue a sole source purchase order with Comarco, in an amount not to exceed \$2,000,000, to purchase and install 500 call boxes for the Bay Area's seven toll bridges. Commissioner Yeager seconded the motion. The motion carried unanimously.

MTC DRAFT SAFE FY 2007/08 Budget

Mr. Maldonado presented Committee members with the draft MTC SAFE budget. Mr. Maldonado reported that registration fees for the call box project, and the FSP share of the state-wide allocation are projected to hold steady at approximately \$6 million for each program. Operating revenues and operating expenses have both increased by approximately 7%. Operating revenues have increased by 7% due to the use of CMAQ funding for the new FSP tow service that will start in July. He noted that the SAFE budget also includes approximately \$4.9 million for portions of the incident management and emergency management programs and the freeway performance initiative. MTC SAFE is proposing to transfer \$2.2 million to MTC to fund MTC's initiatives. The increase in CMAQ revenues coupled with sufficient reserves in the SAFE program will accommodate these budget items. After an \$8.3 million transfer from reserves, the SAFE reserve for next year's budget will have a balance of approximately \$13.6 million for future FSP, Call Box, and other initiatives. Mr. Maldonado noted that the final budget would come back to the Committee in June for referral to the MTC SAFE Authority for approval.

Emergency Management Program Update

Mr. Albert Yee, Director of Highway & Arterial Operations, updated Committee members on the regional response to the April 29 collapse of the MacArthur Maze. Mr. Yee reported that losing two of the freeway connectors that carry 80,000 cars per day could have led to one of the biggest traffic problems in the region since the Loma Prieta Earthquake. Why that did not happen, and what worked and what did not work in the regional response will be useful in preparing for future emergencies and much larger disasters. Mr. Yee noted that there was a significant reduction in traffic in the first few days after the collapse. The Bay Bridge had a drop in traffic of 18% on the Monday after the collapse. Since then, traffic volume is starting to creep back to normal. Mr. Yee noted that all of the transit agencies implemented additional service or were ready to do so immediately after the collapse. BART saw an increase in ridership for the first two weeks after the collapse. Limited parking availability at the BART stations kept even more people from taking BART. Local street detours were an important traffic mitigation strategy. Caltrans is continuing to monitor the traffic flow on West Grand Avenue, while FSP service in that area is being provided to make sure that the most important detour for the remaining connector closure stays clear. He also noted that getting information out to the public was a key component to the response. The 511 system was a critical instrument in getting the word out. Staff provided statistics on usage of the 511 system for both the telephone and web site. MTC staff joined Caltrans staff at their Emergency Response Center to assist in the response. Staff is looking into ways to make that working relationship more effective during emergencies. Staff will be meeting with Caltrans and CHP to brainstorm this process including developing an overflow parking strategy for BART.

Public Comment/Other Business/Next Meeting/Adjournment

There being no other business, the meeting adjourned at 10:20 a.m. The Committee's next meeting is scheduled for Friday, June 8, 2007 at 9:45 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California.

